

*Bro. Moon*  
*May 15 25*  
*Oakland*

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**Sailors Magazine**



**AMERICAN SEAMEN'S FRIEND SOCIETY.**

**76 WALL ST. NEW YORK.**

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### THE SOCIETY'S PERIODICALS.

THE SAILORS' MAGAZINE, besides articles on the sea, ships and seamen, represents the work of the AMERICAN SEAMEN'S FRIEND SOCIETY and more briefly of kindred societies.

The Magazine is sent to single subscribers for One Dollar a year, payable in advance.

Persons ordering a change in the direction of the Magazine should always give both the old and new address, in full.

THE LIFE BOAT, an eight-page monthly paper, represents in Sunday Schools the Loan Library work of the Society. Sunday Schools contributing \$30 for a loan library receive fifty copies monthly for one year, postage prepaid.

THE SEAMEN'S FRIEND, containing matter suitable for seamen, is issued quarterly and distributed gratuitously among them. It is supplied to similar societies at the rate of one dollar per hundred.

Provided a request is sent annually for the SAILORS' MAGAZINE, it will be forwarded gratuitously to Life Directors, Life Members and pastors of churches in which a yearly collection is taken for the Society.

It will also, upon application, be sent for one year to any one contributing at least Twenty Dollars for the general objects of the Society, or to endow a Loan Library.

It is necessary that all receivers of the Magazine, gratuitously, should give annual notice of their desire for its continuance.

### REMITTANCES.

Remittances for the AMERICAN SEAMEN'S FRIEND SOCIETY, in payment of subscriptions to the SAILORS' MAGAZINE, or for any other purpose, should be sent to No. 76 Wall Street, New York City, by P. O. Money Order, or check, or draft on New York, to the order of WILLIAM C. STURGES, Treasurer, or money may be enclosed in a registered letter. Postmasters are now obliged to register letters at ten cents each, when requested. If acknowledgments of remittances are not received by return mail, the Treasurer should be notified at once.

### LIFE MEMBERS AND DIRECTORS.

The payment of Five Dollars makes an Annual Member of the Society, and of Thirty Dollars at one time a Life Member. The payment of One Hundred Dollars at one time makes a Life Director.

### FORM OF A BEQUEST.

"I give and bequeath to the AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of \$——, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should certify at the end of the will, over their signatures, to the following formalities, which, in the formation of the will, should be strictly observed:

- 1st. That the testator subscribed (or acknowledged the subscription of) the will in their presence.—2nd. That he, at the same time, declared to them that it was his last will and testament.—3rd. That they, the witnesses, then and there, in his presence, and at his request, and in presence of each other, signed their names thereto, as witnesses.



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*For The Sailors' Magazine.*

### THE HARVEST OF THE SEA.

How wondrous are Thy gifts, O Lord!  
Which, spread o'er ev'ry clime, afford  
The staff of life to living things;  
But man alone fit homage brings,  
Help us to render unto Thee  
Praise for the harvest of the sea.

The reapers seek on every shore  
The riches of Thy boundless store;  
In far off lands they go to reap  
And garner treasures from the deep:  
Oh, may they ever give to Thee  
Praise for the harvest of the sea.

O Ruler of the wind and wave!  
In mercy spare the bold and brave  
Who toil upon the ocean-main;  
For none, in faith, ask Thee in vain;  
And while thus supplicating, we  
Praise for the harvest of the sea.  
*Lowestoft, England.*

Lo, at Thy bidding, "Peace, be still,"  
The restless floods obeyed Thy will;  
Put forth Thy power, that we may see  
As fishers did on Galilee;  
O Word Divine! we offer Thee  
Praise for the harvest of the sea.

And when life's troubled ocean's crossed,  
No bark e'er in commotion tost,  
Oh! we shall fret and toil no more,  
But join the host who Thee adore:  
One joyous melody shall be  
Praise for the harvest of the sea.

And to the greater harvest field  
The caves of ocean sheaves shall yield;  
With us they'll swell the loving strain  
And echo loud our sweet refrain,  
For 'mid eternal song shall be  
Praise for the harvest of the sea.

S. H. MILLER.

*For The Sailors' Magazine.*

### THE COMPASS CRADLE SONG.

My gimbal cradle is a throne of power,  
I lift my sceptre o'er the bounding sea;  
Alike when seas are calm or storm clouds  
lower,  
My willing subjects pay their homage  
free.

In silent might I guide them all day long  
O'er rolling seas to destined havens fair;  
Glad hearts responsive to my cradle song  
Give thanks for secret undivided care.

Such marvels gather round my gentle bed,  
My finger's mystic hush is pointing  
still,  
*Beamsville, Ont.*

Such restful work from secret sources fed,  
Call forth their wonder and their spirits-  
fill.

The tremor of my song is fresh and free,  
My primal energies no slackness know,  
My kindly cradle rocks me o'er the sea,  
My song will end when breezes cease to  
blow.

O gentle Magnet! draw us to the clime,  
O pilot Spirit! bring the port in sight,  
Where tideless sleep the stormy seas of  
time,  
Soft by the city of the saints in light.  
H. T. MILLER.

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### THE SEVENTY-SECOND ANNIVERSARY.

The Annual Sermon before the AMERICAN SEAMEN'S FRIEND SOCIETY was preached on May 6 by the Rev. HOWARD AGNEW JOHNSTON, D. D., in the Madison Avenue Presbyterian Church, and will be found on another page. The Secretary referred to the summary of the Annual Report, and made an appeal for a larger financial support of the Society's work.

The Annual Meeting of the Society was held on May 7 in the chapel of the Sailors' Home. Besides the usual business, Rear-Admiral W. T. SAMPSON was elected an honorary vice-president, and the Secretary by a formal vote was instructed to express to him the Society's satisfaction in entering his name in its honorary list.

The following letter was received from Rear-Admiral SAMPSON in reply to the Secretary's letter :

NAVY YARD, BOSTON, May 10, 1900.

*My dear Sir :*

I beg to acknowledge the receipt of your letter of May 9, and the copy of the annual report. Of course, I accept the honor that the Society has conferred upon me, with a great deal of pleasure, and beg to thank the Society for its courtesy, and to thank you for your very kind letter in which you inform me of the Society's action.

With all best wishes for the success of the good work in which you are engaged,  
I remain,

Faithfully yours,

W. T. SAMPSON.

It was expected that Dr. CUYLER would utter a word for the cause he loves, but a telegram was received just before the meeting in which

he excused his absence and sent his "love to Jack." The Rev. Dr. C. J. JONES, who has spoken at many of the annual meetings, was absent through the infirmities of age, and he sent his "love to the Society."

Mr. THEOPHILUS A. BROUWER, of the New York Port Society, made the opening address, in which he said that sailors are susceptible to kindness and respond to it, are more easily approached in spiritual things than landsmen, and that more conversions occur among them than among landsmen in proportion to the effort put forth to reach souls. That the truly converted sailor becomes a missionary in the majority of cases he affirmed and illustrated in the case of Capt. ELLIOTT, a brand snatched from the burning, who became a devoted missionary, and in the cases of CHARLES DAVIS, the Methodist preacher in Texas, of Capt. SMITH, a Baptist minister in Dakota, of JONAS JOHNSON, a worker among the Icelanders in Manitoba, and of the Rev. SAMUEL BOULT and CAMPBELL KEITH now at the Mariners' Church in New York. He told the story of two converted seamen who held a meeting of prayer and praise on shipboard through which nearly all the crew were converted, and of two seamen who planted a church in Sweden. He pleaded for a ten-fold increase in the contributions to the treasuries of seamen's societies, because no class was more in need of attention and none deserved it more. He declared that we cannot do without him and that we advance our own well-being when we care for him, for our safety on shipboard and the safety of the cargo depend greatly upon his watchful care and fidelity, and that through the necessities, comforts and luxuries he brings to our homes we are made the better and the happier. He longed to see every one take a proper interest in his welfare, to see all bestowing a proper proportion of their abundance in aiding those who are striving to benefit the men of the sea. He closed a most stirring address which, to the editor's regret, cannot be reproduced in full, with these words: "We are praying and watching for the good time coming, the good time that *is* coming; and may God speed the day!"

The Rev. JAMES S. DENNIS, D.D., the great writer on Missions, who has been a missionary to the heathen, but does not forget that going into all the world means the world of the waters as of the land, made the following address:

No one can be at all familiar with the activities of this Society without a strong conviction that it is doing a work which ought to be done. I use the word ought advisedly and emphatically, not in any commonplace or perfunctory sense, but as representing a high moral obligation. The Society was no doubt originally founded with a deep sense of the reality of this obligation. It stands to-day, and it has always stood, upon the corner-stone of a bounden duty, and this fact is all the more

interesting because it is an appeal to a fine, high sense of duty, one that is somewhat out of the ordinary line of recognized Christian obligation. It is in fact a fine example of specialization. We are very familiar with this idea at the present day, as there is so much specializing in all departments of knowledge and of service. This Society has in view a special need, and a distinct result which it seeks to attain.

It is also a striking illustration of Applied Christianity. Christianity, if it is to be effective, must be applied. In this way it can be useful, and do its work at a thousand points of need which would otherwise be left uncared for. Christianity must be applied in the right way to accomplish its aim. The ordinary provisions of Christian ministry and service seem to fail of their purpose in the case of the sailor, unless some special application to his case is made. Our churches stand forever on our streets and avenues, but we don't find them planted down at the docks among the haunts of our sailors. The men of the sea come and go, and were it not for special efforts on their behalf, would hardly be within sight of our church doors. Christianity is preoccupied with its work, and the sailor is busy with his duties and his pleasures, and if he is going to be brought in touch with Christian influences, they must search for him, they must meet him as he lands on the shore. They must be at the dock, with their kindly word of advice, of caution and invitation, and even then it is only a little while that these better influences can really be in touch with him. After a brief season on shore, he puts out to sea again for weeks and months of isolation. This Society, however, puts to sea with him, and in the loan libraries which it sends, it becomes his shipmate throughout the whole voyage. Then again, when he lands in a foreign port this Society is there to meet him.

All this seems to be a delightful example of work done in the spirit of Christ's command to "gather up the fragments that nothing be lost." It is a saving work accomplished under circumstances where there is danger of costly and needless waste. The sailor, speaking in a kindly and respectful sense, seems to be one of the fragments of humanity. He is so likely to be lost sight of. He is out of reach of the church. He is away from his home. Most of his life is spent on long and lonely voyages, and every now and then he is turned loose in some strange port. As soon as he sets foot on shore, the devil says to him, "Come, everything is ready for you, and I'll see that you have a good time." Oh, what a Christlike thing it is to station some Christian man right there at the landing place, who will invite the sailor to some provision for his better nature, and will endeavor to surround him with restraining, helpful and pleasant influences, so that he will feel that there is a Christian flag flying in that port, and that he can get under the shelter of its folds.

I have been much interested in the fact that the foreign work of this Society has given to its honored Secretary an opportunity to speak of its service in the recent Ecumenical Conference which has been held in this city. The Society is truly cosmopolitan in its sphere of labor. It is in line with home missions, and also with foreign missions. It finds a place of need here in our own ports, and it recognizes a call of privilege and of duty in the foreign lands whither sailors of all nationalities and of all native races congregate, and can be reached by its missionary agents. I wish it then a hearty Godspeed as it enters another year of usefulness, and am glad to add my humble word of testimony and appreciation upon this anniversary occasion.

The Rev. JOHN HOPKINS DENISON, who has just become a trustee of this Society, spoke as follows :

I wish to express to you my very deep appreciation of the honor that you have

done me in associating me with yourselves as a trustee of this Society whose name is so widely known, not only in this city but around the world. It will be my effort during the period of trusteeship to live up to the duties which are involved in such an honor. Although the work of the church to which I belong is mainly upon the land, its title is sufficiently amphibious to warrant me in dabbling a little in the water, and as pastor of the Church of the Sea and Land I cannot but have a deep and abiding interest in seamen. We have upon the roll of our church the names of two or three hundred seamen. It has been a subject of despair to me to know what to do with them; all clue of their whereabouts and identity has been lost, and we have no means of re-discovering them. This fact makes me appreciate, more perhaps than any other city pastor, the need of such a society as yours. There is little use of having a land church for sailors. He is on land too short a time, and when he sails away from shore he only too often drifts away from all home ties and from his church fellowship. No pastoral work can follow him as he flits from port to port over the waves of the sea, and a pastor who would tend properly to a congregation of seamen, would not need only Peter's commission to tend the sheep, but one which would enable him to walk upon the sea with more certainty even than Peter was able to command. A sailor needs pastoral work more than any other man. When a deep impression has been made and he has started out in the Christ life, he sails away from home surroundings among the rough crowd of the fore-castle, or finds himself in some foreign port with temptations on every hand, with not a single person there to counsel him, and no one to know the difference if he does that which is wrong. Who could need as constant pastoral guidance as the sheep who wanders from pasture to pasture across the great ocean waves amid such constant perils? I have learned to know what dangers beset the sailors here in New York. I have brought men myself to the church, to whom knock-out drops had been administered, and who had been robbed of all they possessed. I have seen them thrown out stupid-drunk from the low houses and saloons that line the river front. If there is anything that I can do to aid the cause for which this Society exists,—the protection and care of the American sailor in this and in foreign ports, and to build up in him continually, whether at home or abroad, a steadfast and stable Christian character, I am more than glad to put myself at its service. The sheep of the meadows need a shepherd's hand to tend and feed them; and the care of them is a comparatively easy matter. But what shepherd shall marshal the fish of the sea, that dart from shore to farthest shore, and find their home in the very bosom of the great Atlantic? They too need a Shepherd and, thanks to the work of this Society, they are finding Him.

The Rev. G. B. CUTLER, this Society's missionary at the Navy Yard, described the work done by navy chaplains, by the Y. M. C. A. and by himself in the Yard, the Marine Barracks, the hospital, Library Hall, the Receiving Ship and the war vessels. Some of the aspects of his own work which he referred to are mentioned in the report of it printed on another page. He showed the advantage of personal contact with the men from day to day, how he goes to them and how they come to him, and how tender the hearts of many seamen are just after enlistment, when the words home and mother are still melting influences in their memories.

So passed the Seventy-second Anniversary. All that was said was

well said, impressed the Society afresh with the importance of its work, and filled it with longings for larger means to prosecute it.

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### SUMMARY OF SEVENTY-SECOND ANNUAL REPORT.

To a very dissolute city John was commanded to write "*Thou hast a few names even in Sardis.*" Wearers of white garments in a filthy place received the promise "they shall walk with Me in white." *Even in Sardis*—even in sailors' haunts ashore, even in the forecastles of ships afloat, bad as they are, there is a Church. Cynical critics of the Church in Sardis would have left it to its vices and despaired of its life. Their descendants count the foes of the faith that beset seamen and fail to number the few names of those whom He will confess before His Father and before His angels. For seventy-two years the AMERICAN SEAMEN'S FRIEND SOCIETY has been imitating the example of Christ in giving His own exceeding great and precious promise to men even in the forecastle and the sailors' boarding-house, exposed to temptations as fierce as those which assailed the Church of Sardis. And though they belong to a church scattered abroad, loosely organized, never meeting in large numbers, without much discipline and pastoral oversight and with inadequate instruction, it rejoices in the numbers even in this floating Sardis who have been watchful, who have strengthened the things which remain, and are to have their names remain in the book of life. As Christ called a few fishermen from an inland sea and inspired them to write books that have been "the life blood of master spirits" to beget and perpetuate His life in the hearts of men, so He has been blending His name with the few names of men called from every sea, and has been giving them power to witness for Him as pastors, evangelists and active Christians to their own class and to others. The work of the fishermen who became apostles is beyond computation, and the work of converted seamen staggers belief. As this Society enters its seventy-third year of toil in its peculiar field, it thanks God most of all for the triumph of His grace even among sailors, and for the special stirrings of Christ's sympathy because of their special temptations and besetments.

This work for their souls is done of course through the chaplains appointed to it in many ports. They persist in their ministry under difficulties and discouragements because they are permitted to add to the "few names even in Sardis." Besides the reward received from their divine Master, they deserve the prayers and sympathies of Christian people. Pray for the workers even in Sardis, as you pray also for the men who have to meet its sorceries and fight its demons.

Not counting the endless details of the Society's office duties, there are two other departments of formal work in which its usefulness should make friends for it. One is the loan library work, and the other the temporary aid given to shipwrecked and destitute seamen, both considered in this report. Books for the leisure hours of seamen on deck, in hospitals, in life saving stations, in light-houses, in reading rooms: these strengthen faith and morals, soften manners, educate the mind, and brighten hours that would hang heavy and breed temptation. Aid to the shipwrecked and destitute is necessary to save them from pauperism, or from the clutches of harpies who would extort from them a ruinous return for the smallest favor.

These three departments, the chaplaincy, the loan library, and the shipwrecked and destitute, are each dependent on voluntary gifts for their support. Each needs far more money than each receives. The giving of the day is large, but the givers forget the very men on whom they are largely dependent for food, raiment, comfort

and luxury, immunity from foreign attack and the safe conduct of commerce. The churches are crowded with local and denominational claims; secular causes, literature, art, music, architecture and municipal adornment make immense demands; humanitarian societies of every name and kind, new and old, are not calling in vain; but amid the clamor of voices the cry of the neglected sailors is unheeded. He may live the prey of crimps, he may face the perils of the deep and sink with his ship in mid-ocean, and who cares? This Society cares. Its friends care. But they are so few. Let it have \$100,000 a year. Let it have a million for an endowment. Let it have the prayers and gifts of every Christian. What is your contribution this year?

**MISSIONARY WORK.** Our chaplains and missionaries have labored in Denmark and Sweden; at Hamburg, Antwerp, Genoa and Naples; in the Madeira Islands; at Bombay and Karachi, India; at Yokohama, Nagasaki and Kobe, Japan; Valparaiso, Chile; Buenos Ayres and Rosario, Argentine Republic; Montevideo, Uruguay; in Gloucester, Mass., in New Haven, Conn., in New York City, Brooklyn Navy Yard, Norfolk, Wilmington, Charleston, Savannah, Galveston, Mobile, Pensacola, New Orleans; in Astoria and Portland, Oregon, in Seattle, Tacoma and Port Townsend, Washington.

**LOAN LIBRARY WORK.** During the year ending March 31, 1900, the Society has sent out THREE HUNDRED AND EIGHTEEN loan libraries, of which ONE HUNDRED AND THIRTY-ONE were new, and ONE HUNDRED AND EIGHTY-SEVEN were refitted and reshipped. The total number of volumes in these libraries is 12,674, and of new volumes 5,633, available during the year to 4,979 seamen. The whole number of new libraries sent out is 10,717 and the reshipments of the same, 12,672, making in the aggregate, 23,389. The number of volumes in these libraries, 582,727, has been accessible by first shipment and reshipment to 412,115 men. The number of libraries placed on United States naval vessels and in United States Hospitals up to date is 1,068, containing 39,006 volumes, and these have been accessible to 125,185 men. In the stations of the United States Life Saving Service are 160 libraries containing 6,250 volumes, accessible to 1,308 Keepers and Surfmen.

**THE NEW YORK SAILORS' HOME,** at 190 Cherry Street, has had during the fifty-eight years of its existence 126,471 boarders, and during the past year, 881. The Home is the property of the Society, and its lessee is Capt H. O. APPLEBY. A chaplain stationed in the Home opens its pleasant chapel for frequent services of a moral and religious character, and maintains family worship daily. Occasional social entertainments with music and song take place in the chapel. It is the desire of the Board not only to make this Home a refuge from the tempters and temptations which besiege sailors ashore, but also to make it a means of grace to all its inmates.

**SHIPWRECKED AND DESTITUTE.** At the Society's Rooms and at the Sailors' Home there has been expended during the past year for the relief of shipwrecked and destitute seamen, \$903 82.

**PUBLICATIONS.** During the past year the Society has published 56,600 copies of the SAILORS' MAGAZINE, 120,000 copies of the LIFE BOAT for Sunday Schools, and 10,000 copies of the SEAMEN'S FRIEND. It has printed 1,000 copies of its Seventy-first Annual Report, and many tracts and leaflets bearing on its work. It has sent out 524 copies of the Seamen's Manual of Worship, which is now in its eighth edition.

**U. S. NAVAL ACADEMY, ANNAPOLIS.** The twenty-sixth annual presentation of books to the graduates of the Naval Academy took place on Sunday, January 5, 1899. In a class of fifty-three men, forty-four chose the Bible out of the volumes submitted to them.

**SPECIAL GRANTS.** According to established custom, the Society has responded favorably to applications for help from auxiliary societies needing our assistance.

**LIFE MEMBERS.** Five persons have been made Life Members during the past year.

**FINANCES.** During the year ending March 31, 1900, the receipts from legacies aggregated \$4,800.19; for loan libraries, \$2,451.58; from donations, Magazines subscriptions, and other sources of income, \$14,737.07, total, \$21,988.84. The disbursements for missionary work, aid to shipwrecked and destitute seamen, publications, loan libraries, and general expenses, etc., amounted to \$32,740.29.

**ACKNOWLEDGMENTS.** Thanks are offered to the AMERICAN BIBLE SOCIETY for generous grants of the Holy Scriptures; to the AMERICAN TRACT SOCIETY, the METHODIST BOOK CONCERN, and other publishing houses in this and other cities, which have furnished books for our libraries at reduced rates; to HARPER & BROTHERS and others who have loaned us cuts for our publications; and to Prof. TAYLOR REED, of Princeton University, for a monthly statement of the position of the planets for the SAILORS' MAGAZINE. The leading hospitals of this city have gratuitously treated the sick seamen we have sent them. Various Railroad, Steamboat and Ocean Steamship Companies have kindly responded when asked to assist in transporting disabled seamen to their homes. The White Star Steamship Company and the International Navigation Company have appropriated to the Society a portion of the collections at the concerts given in the saloons of their ships, and a few collections have been sent by other steamship lines. As the AMERICAN SEAMEN'S FRIEND SOCIETY retains but one-fourth and divides three-fourths of the concert-moneys between three other worthy sailor charities, it is desirable that other steamship lines should follow the example of the White Star and the International, and that passengers should contribute more largely at the concerts.

**OBITUARY.** JAMES W. ELWELL, born in Bath, Me., on August 20, 1820, died on September 2, 1899. He became trustee of this Society on May 8, 1865, and its president on May 11, 1896. He was officially connected with many business and philanthropic associations, and devoted much of his time and money to the service of the church and its charities.

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### EDITORIAL PARAGRAPHS.

THE Secretary of this Society was permitted to use five minutes of the precious time of the Ecumenical Conference. After mentioning similar societies and describing the work of the AMERICAN SEAMEN'S FRIEND SOCIETY in its various departments, he closed as follows:

In the beginning of this century it was commonly said "You might as well preach to the mainmast as to sailors." Looking over the century it is wonderful to note how many converted seamen have become foreign missionaries, evangelists to sailors, pastors of churches, great winners of souls by their testimonies in seamen's meetings, writers of books and writers of hymns which Christians love to sing. In the main chaplains to seamen have been remarkably consecrated men, many of them converted sailors, who have had the broken heart of the penitent and the victorious faith of the forgiven. These men are

witnesses of the miracle of grace, as well as examples of it, and are often permitted to sing in triumph over the rescue of men who have been daring in sin and enchained by vice.

Mission books often tell us of the hindrance to mission work in the vile conduct of seamen in heathen ports. Sometimes they tell us of the help to mission work found in Christian seamen in heathen ports. One hundred years ago it would have been the best Christian policy to have focussed the prayers and efforts of the church on the men of the sea in the interests of foreign missions, that they might be helped and not hindered by the character and conduct of the men who are apt to be regarded by the heathen as products of the Christianity which missionaries declare is God's only remedy for sin. Not only in the interest of the souls of seamen, of whom there are millions far from the influences of the home, the church and the state, but in the interests of the heathen, who may be helped to Christ or kept from Christ by sailors, the plea is urged that foremost among the efforts of the next century may be the evangelizing of men who may themselves carry to the ends of the earth the gospel in their hearts, on their lips and in their lives.

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CAPT. NICKERSON, of Boston, takes time by the forelock and jerks the future into the present, so to speak. For example, all the suppers and entertainments for sailors next winter are already arranged for, one church providing for one and another for another. This foresight gives the churches ample time to prepare and relieves his own mind from vexatious and hurried planning. It is a good example to follow. One of the things he asks sailors to remember is this: "If you want to sing, Miss PERRY will sing with you," that is, not only at meetings, but at any time. We remember Miss PERRY's fine voice, and hope it may not be used up by a too constant use. Fine voices ought to be made to last a good while, but we have seen many of them fatally injured by over use, especially when used in the service of Christian enthusiasm in hot and crowded rooms. This is a hint for all seamen's missions.

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ON May 9 two memorial tablets were unveiled in the Church of the Comforter by Bishop POTTER, one to CORNELIUS VANDERBILT and the other to Mrs. ELIZA ANN GARDNER, the mother of the Rev. W. A. A. GARDNER, the pastor of the church and missionary to seamen. Bishop POTTER connected the names of the millionaire and the mother of the missionary by the idea of service. Of Mr. VANDERBILT he said "He was born to a grave stewardship, and he filled it with a

fidelity which is as remarkable as it is unusual in this generation." Of Mrs. GARDNER he said "In her sweet, retiring manner she had served just as faithfully and as successfully as Mr. VANDERBILT had." On her tablet are these words: "Known and beloved by our seamen and our navy, to whom she gave her heart and hand in undying devotion." Although an invalid she distributed more than eight thousand comfort bags among seamen and wrote them many letters. Honor to Mrs. GARDNER'S memory! and honor to all good women who have been helpers of seamen's chaplains and warm friends of sailors the world over.

Bishop POTTER confirmed twelve seamen at this service.

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WE gratefully acknowledge the receipt of twenty comfort bags from the Jersey City Inasmuch Circle of King's Daughters; packages of papers from Mr. D. L. PIERSON, of Brooklyn, and Mr. NATHANIEL L. TERRY, of New York City; a case of magazines from Mr. F. D. SUMERS, of Poughkeepsie, and a case from Miss LAURA T. HUMES, of Pawtucket, R. I.

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LOAN LIBRARIES. The master of the schooner *A. Heaton* writes of No. 8,389:

I shall be pleased to have one of your libraries. The last one gave me much pleasure and many is the pleasant afternoon I have spent in reading them.

The master of the schooner *W. R. Huntley* writes of No. 9,946:

I have had two of your libraries; they are eagerly read by all the crew and I read them two or three times; I want one always on board.

The master of the barkentine *Robert Ewing* writes of No. 10,472:

We have had your library, No. 10,472, for a long time. Having read the books we exchanged libraries at this port with the master of schooner *Delta* for library No. 10,526. We wish to return hearty thanks to the donors of this library and to state that the crew have read the library, having always had free access to it, and have been repeatedly reminded that these libraries were put on board expressly for our benefit, my own and particularly my officers and crew. Judging from my own experience and from conversations held personally with my crew I am satisfied that moral and religious benefit has been the result of this very great kindness on the part of the Christian people who are concerned in this great work.

The master of the schooner *Delta* writes of No. 10,526:

This is to notify you that I have exchanged library No. 10,526 with barkentine *Robert Ewing* for library No. 10,472. Thanking you very kindly for supplying me with such a valuable collection of books.

The master of the bark *Matanzas* writes of No. 10,539:

It has been read by myself and crews of several voyages to the West Indies, and

apparently has been a great source of recreation and comfort to the different crews during the lonely hours at sea. I make it a point to distribute the books on Sundays among the crew and collect them before the men leave the ship. I am sure a great many of my crews have been benefitted and appreciate greatly the kindness of the donors of the libraries. I intended having the library exchanged this trip, but my stay in port has been so short that I will have to postpone it until I come back from the West Indies.

The master of the bark *Alice* writes of No. 10,602 :

I am glad to say a few words in praise of your libraries which you have from year to year put on board my ship. I appreciate your thoughtful kindness in supplying us with its valuable reading; it helps while away many lonely hours both for myself and crew. I thank you for your efforts in bestowing such a blessing on the men of the deep sea.

The master of the barkentine *Albertina* writes of No. 10,607 :

It has been on a voyage to the River Plate and Africa and return, and it gives me much pleasure in thanking you for its usefulness to myself and crew.

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## THE ANCHOR OF HOPE.

THE ANNUAL SERMON BEFORE THE SOCIETY,

PREACHED BY THE

REV. HOWARD AGNEW JOHNSTON, D.D.,

IN THE MADISON AVENUE PRESBYTERIAN CHURCH, NEW YORK, MAY 6, 1900.

Which hope we have as an anchor of the soul, both sure and steadfast, and which entereth into that within the veil.—Hebrew vi: 10.

Just two years ago this nation, suddenly, unexpectedly, leaped into the place of a great world power. The achievement which brought us this condition was the victory at Manila Bay. A few days later the West Indies witnessed another victory of our arms, and the world realized that the concert of Europe must reckon with the United States of America. Now the result which immediately followed was a widespread interest in our equipment as a naval power. Leagues of ocean had come into the track of our empire, and we must meet the problem of enlarged shipping facilities, enlarged naval outfit, enlarged instruments necessary for mastery in the realms of commerce and government. In the nature of things every institution which has for its object the welfare of the men who travel on the sea has come into a place of larger importance than it occupied before. All the problems which we have found confronting us involve the men who man our ships, our transports, our great battle-ships, and all the small craft of every sort. We have one of these institutions represented

here to-day. The AMERICAN SEAMEN'S FRIEND SOCIETY has entered its seventy-second year of service in this sphere of helpfulness. The importance of its work is greater to-day than it has ever been. Any scheme which Christian people may encourage and help with the hope that it will tend to uplift this world of ours to the level of a Christian civilization must take into account the men who bind the ends of the earth together as they travel hither and thither, touching the ports of the world. For this purpose this Society is organized. It strives to help those men who are beyond the reach of the churches as such, by serving as an arm of the Church, throwing about them the helpful influences of the Spirit of Jesus Christ.

The ultimate aim of this Society has suggested to me the text which I have chosen to-day. It is to guide every man whom it may influence to that knowledge of Jesus Christ which will secure unto him that anchor of the soul, the hope of everlasting life through the atoning work of Christ the Saviour. To this theme, therefore, I ask your attention. There is a mixing of figures in the two images combined in the passage, but none the less vivid is the eternal truth which shines in them with richness and beauty, like gems in the setting of a precious thought. In the first figure the soul is the ship, the world the sea, the eternal happiness of the redeemed the haven toward which the vessel is bound. Hope is the anchor of the ship, while the encouraging consolation, through the promise and confirmation of the living God, is the cable which holds the ship to the anchor. The second figure is drawn from the temple of Jerusalem, with its courts and holy sanctuary. This world is the fore-court, and heaven the holy of holies, whither Christ the High Priest has gone before us, that we may follow in that new and living way which He hath consecrated with His own blood, which entereth within the veil. The one touch of inspiration completes for us thus the necessary complement of anchor and anchorage. The one is the Christian hope, the other is the Christian's glorified Redeemer, at the right hand of the throne of God, ever living to make intercession for us.

This expression "the veil" should hold our attention for a moment. It indicates that which is hidden from the mortal eye, yet it also tells us of the very nearness of that which is unseen. The veil which separates the soul from the life beyond is the condition which marks our limitations in this body of flesh. How thin and frail is the partition of a veil! Though its tissue be fine, and its fabric delicate, the breezes waft it, the touch of a child may rend it, the silent action of time will moulder it away. So is it with this earthly habitation of our souls. Though wonderfully and fearfully made, it

is wrought out of frail mortality. In a bound, in a twinkling of the eye, in the throb of a pulse, in the flash of a thought, we may pass into the immortal and eternal. Death is but the drawing aside of the veil. We step within and the places which once knew us know us no more. The splendors of the eternal world burst upon us; we peer into the mysteries which the mortal could not comprehend, and take our inevitable stand at the judgment bar of God. It is only a step between the two parts of the one life. It is only a veil between us and the eternal destiny of our immortal souls.

No thoughtful man can ponder such truth as this without raising the question: "How is it faring with my soul?" The text is the Christian's answer to that question. It breathes a confidence concerning the future which arrests the attention. And the query naturally arises: "What is the explanation of such confidence as this in the human heart?" That explanation is found in the second figure in the text. The Christian's anchor takes on meaning in view of his anchorage. Now this means that the mere element of hope in the human heart is not enough for our salvation. The character of that hope, the object of that hope must be taken into account. It would be impossible to overrate the importance of the place of hope in human life. Every clime and country, every age of the world, every condition of society, every individual soul, has known the meaning of that precious presence. It cheers us alike in the morning and noon and closing hours of earth's day. It builds castles upon a promise, suggests a remedy for every evil, plans a way of escape for every danger, imagines a surcease for every sorrow. Hope gives strength to the weary, courage to the despondent, joy to the desolate, life to the dying, and upon the tombs of those whose departure we mourn it hangs the unfading garland of a blessed immortality. And so it is true that in varying degrees this blessed boon is universal property.

And yet the writer of this epistle evidently meant to claim that the Christian's hope possesses a peculiar quality which lifts it above the ordinary hopes common to all men. When the apostle Paul speaks of some men being "without hope and without God in the world," he evidently means to say theirs is not an abiding hope. And the teaching is clear that the reason the Christian's hope is of supreme value is because it anchors the soul in Jesus Christ, who hath brought life and immortality to light, who links the life of earth on to the life of heaven, and lifts the redeemed into the peace of God now and forevermore.

It is not my purpose at this time to argue the validity of this claim that Jesus Christ is the world's only Saviour. The text is not in-

tended so much to be an argument, as it is meant to be a testimony. The writer is speaking out of an experience in which he has found Christ's salvation. The figure in the text involves the truth that this life is one fraught with storms and breakers. That was the situation among the people to whom this epistle was written. They were in the midst of persecution because of their faith, and their lives were marked by hardships and privations and disappointments. The writer was seeking to help them to be strong in the midst of these conditions, and his words apply as aptly to us to-day. There come billows of sorrow and misfortune, breakers of disappointment and discontent, blasts of sin, winds of temptation, like the resistless sweep of a hurricane, like the scorching breath of a sirrocco from an arid desert, in whose path are the marks of desolation and death. And this text is a testimony which breathes the actual experience of souls that have found their hope in God through Jesus Christ to be a sufficient anchor to hold them through the fiercest storms, holding them in the night of sorrow until the break of day, holding them through a struggle against sin until the tempter has been conquered, holding them even when they forget their anchor in the stress of the tempest, until they realize in time that it was this that sustained them through it all. This is the actual experience of many a soul, and this one incontrovertible fact is worth a thousand theories.

And the text means to teach that some people have this hope in Christ while others do not. Have you never seen these two classes of people? For two years of my college days I was a member of the jail committee of the Y. M. C. A. in the city of Cincinnati, and I have sat beside the prisoner on his little iron bed, when his life has been clouded in the gloom of unmistakable despair. Remorse was biting back into his soul, and he grasped like a drowning man at a straw, crying for light in the darkness. He had no faith which laid hold on God in Jesus Christ, as the loving Father who will forgive the sins of penitent men, and not having that he was without hope and without God in the world. Moreover, the saddest fact about such a condition of life is that it may be too late to bring help to such a soul. And that fact leads me to emphasize the truth that the time to get your anchor is before the storm comes. I once stood beside the bed of a dying woman, who had suffered as few mortals are called upon to suffer, and she whispered to me out of her agony: "Tell the people to make sure of their faith in God before their time of trial comes." Ah, yes! After the storm is upon you there is no condition of heart or mind susceptible to the truth. There is a bitterness of heart which rebels at discipline. There is a nourishing of doubt which often

makes prayer impossible to the soul that has not already learned to pray. The time to secure your anchor is before your storm comes.

For I have also seen those who have gone through the storm held by this blessed anchor of hope in God through Jesus Christ. I have never seen one of them come through unscathed. No, not that; they have been maimed or wounded or bleeding; but I have seen them coming out of the hour of grief that benumbs the heart, sustained by a vision of glory; coming out of the hour of temptation and conscious sin with repentance, clinging to the promise of God for cleansing and finding peace; coming out of the hour of disappointment and learning to spell it with a capital H, and making it "His appointment." I have seen them coming with songs of deliverance upon their lips and with the joy of victory in their souls. And do you wonder that their hope in God grows brighter with the years? Do you wonder that as they prove its helpfulness, its comfort, its transforming power, they learn to fix their trust in God, and to say with the apostle, "We are saved by hope"? And do you wonder that they learn to build character not simply for time, but for the eternal years? The eye of faith sees a vision yonder within the veil, and as we learn to hope in Christ for daily help here and now, we learn to repeat those other words of Paul, "Christ in you is the hope of glory."

Oh, friends, have you made sure of this anchor of hope? I beg of you to see to it while it is yet a day of opportunity. Do not make the fatal mistake of waiting until the storm overtakes you. Is it not strange that so many will allow the years to slip by without giving earnest heed to this vital problem of the anchor for the soul? Would you go to sea on a ship which had no anchor? No, you would say that although it may ride the ocean as a thing of life, though it may carry its full quota of cargo, yet the day of storm will surely come, and there are breakers on every coast, and while for many days you might go on as well as any other ship, when the storm actually comes the end will be shipwreck. Yet thousands of men to-day are like so many ships without anchors, because they have never fixed their hope in Christ. Is it because you have never yet experienced a storm of such severity as to sober your thought and quicken your sense of need? Then be sure the day of testing will yet come, the tempest which will stir the troubled waters to such depths as you have never known. If not before, that hour will come when the shadow of death falls. And believe me, nothing but the redemption which is in Jesus Christ will be the sufficient anchor to your soul in that day. But that is sufficient, and that is for you, if you will take it at the hand of God. I beg of you to take Christ to-day, if you have never yet

trusted Him as your Saviour, and give your life to Him as your Lord and Master.

You know that our great ships have a number of anchors, but the largest and best is the sheet anchor. Its strength combines that of all the rest. It sinks deeper than any other. It is *the hope* of the ship. Many ordinary duties will be performed by smaller anchors, but one day there comes a demand which nothing else can meet. The days of smooth sailing are gone. Threatening clouds begin to hover ominously on the horizon, and the low rumbling of distant thunder sends warning of the tempest. The laughing waves at first give no sign of danger, but ere long they are running high, and the great ship is tossed from trough to crest, like the foam which the furious sea is lashing about it, and the storm is on. Black night sweeps down and blots out sun and stars from the heavens, and the ship is driven at the mercy of the tempest. Anxious hearts long for the dawn, but with the first gray streaks upon the eastern sky there comes a sound more terrible than the pealing thunder. It is the roar of distant breakers toward which the ship is being driven. With painful heart-throbbings the soundings are made until the lengths of the cable chains are reached. The stream anchor is lowered, but snaps like thread. Little bow anchor, great bow are gone. One hope remains, and the command rings out, "Let go the sheet anchor!" Out it falls limp and listless. It strikes! The stiffening links stand out like a bar of steel! Will it hold? That is the one anxious thought. The mad waves leap up as in a seething caldron, the mighty timbers creak and groan in the fearful struggle: but the sheet anchor grips the eternal rock and holds sure and steadfast, and the ship is saved!

Oh, friends, did you see in that picture the struggle of a storm-tossed soul? No pencil or brush could reproduce the struggle of a storm-tossed soul as it approaches the breakers. But in that struggle there is one sure salvation. It is the sheet-anchor of hope that is fixed in Jesus Christ, the Rock of Ages, the Saviour of the soul unto God.

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*For The Sailors' Magazine.*

## MASTS.

BY THE REV. H. T. MILLER.

They could not well strengthen their mast. Isa. xxxiii: 23.

Perhaps they had no preventer-stays or back-stays, perhaps they were on a lee shore, or on their beam ends. A picture of utter helplessness. Who will write the history of masts? They are as old as the first sail-boat, and are increasing in power and usefulness at this day.

I recall a curious incident which

occurred about the year 1844 in London river. We were alongside a barge of large capacity, say thirty to forty tons. They were waiting for the tide to serve, and had time to talk. "What's your cargo?" "A man-o'-war's mainmast. There it is under the hatch-eyes; look and see."

Sure enough, the hold was full of sections of beautiful pine, and we were assured that when put together they would make one mast and no more. "How are they put together?" "We shall discharge our cargo at Sheerness, and then the mast will be built and hooped as a cooper will hoop a cask. You see, they are so big in length and stoutness that no tree could be found to make one. The mast is built as well as the ship." Soon after we sheered off with a little increase of knowledge.

Those days will never come

again, for now they build masts and yards of steel, and wonder of wonders, the last new steamer equipped at Liverpool for the New York trade allows Jack to go aloft inside the mast!

What lessons are taught us by masts? No masts, no sails; no progress, no commerce. It cannot be said of the Anglo-Saxon race "They could not well strengthen their mast." A New York lawyer said the other day in a conference that wars for conquest are gone, and that commerce will soon conquer war. Oh, come the day!

Once more, no masts, no signals. Why, the world would stand still without masts. Yes, we want masts, on which to hoist Bethel flags to call men to worship, and to be assured and re-assured that the abundance of the sea shall be converted unto Christ.

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## HARBOR BARS AND OTHER BARS.

After showing the possibility of removing harbor bars as obstructions to commerce the writer says:

Let us consider the Bar of the Public House and the best way of going to work to remove that obstruction. Every public house is a harbor, and if its Bar were removed what a safe port it would be! And why should not the public house be a safe harbor? Why should it not be a place for social intercourse into which no one need feel ashamed to enter? a place where men could take their wives and children for wholesome food and entertainment; a place for innocent enjoyment and recreation, at a moderate expense, which would do them all good; a place which could never make men and women into drunkards, nor be the

cause of their children running about the streets ragged and barefoot. How is it to be done? Why, by removing the Bar as they did in Liverpool; by turning the Bar out of the premises once and for ever, and by remodelling the house under the direction of wise, intelligent and benevolent men who would truly work the concern for the best interests of the public, and not for sordid gain. How is it to be done? By faith in such work being blessed of God; by a conviction that it is right to do it, and then for every true patriot to say "It shall be done." By courage and patience that shall rival the tenacity of the bull-dog's grip; by perseverance that shall never tire; yes, and by sacrifice—great sacrifices it may be—without

which no great effort can ever be accomplished. Let the total abstainer redouble his efforts to "rescue the perishing"; let the moderate drinker give up his glass for the sake of his weaker brother; and let the poor drunkard take heart of grace as he sees strong men around him doing all they can to remove the Bar upon which so many like him have made shipwreck.

Drink often leads a man from one Bar to another, ending in the prisoner's bar! How contemptible a man must feel when after being locked up all night for having been drunk and disorderly, he is brought to the Bar before the magistrates and fined; or his offence may have been so serious that he is committed to prison for a lengthened period, and he feels himself disgraced for life; or more dreadful still, finds that in his drink delirium he has taken away a life! Oh! the horror of it as he stands at the Bar and sees the judge putting on the black cap to condemn him to death! How can these sad scenes be prevented? There is but one answer, "Remove the Bar from the Public House."

Drink, then, is the offender. How is the drink to be got rid of? By constantly bringing it before the Bar of Public Opinion; by constantly gathering material and scientific information and enlightening the public mind as to the properties of alcohol, its utter uselessness to people in health, and its danger to all who use it; by strong appeals to common sense, and still stronger appeals—especially to all who call themselves Christians—to abstain for the sake of others if they have not perceived that they themselves are in danger.

There is a Bar before which all men must eventually stand to give an account of all they have done in this life. It is the Bar of Judgment. The best of men will stand before that tribunal, abashed and trembling, as they look at their past lives; judged by their own consciences they will humbly confess "I am unclean! I have done what I ought not to have done, and have left undone what I ought to have done; but my hope is in God and in the precious blood shed to make me clean; I have no other plea." But what shall be the feelings at that day of those who would not yield a point in the gratification of their appetites to help a weaker brother to be delivered from temptation, and did nothing to prevent him from going down to a drunkard's grave? While there is yet time, let every one seriously consider this question, assured that by abstaining from all complicity in the pernicious drinking customs of our land they will not only be benefiting themselves, but will be acting as public benefactors, and in serving their day and generation will be serving God also.

With hearty New Year's greetings to all the readers of *The Waterman*, I invite them to join with me in the following sentiment, a watchword for 1900: "Away with Drink Bars and all unnecessary obstructions which hinder safe navigation to the Harbor of Heaven!" Amen.—*R. P. J. S., in the Waterman.*

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Ах, Lord, thou canst govern the vessel of my soul far better than I can. Arise, O Lord, and command the stormy wind and the troubled sea of my heart to be still.  
—*Johann Arndt.*

## SOME CURIOUS NAVAL STORES.

Any of the vessels of the United States Navy, if stranded on an island, would find almost enough material in her general stores to maintain a community on shore. Each ship is so well equipped with a mass of diversified material that she is able to go on a three-years' cruise without replenishing supplies, except of provisions and clothing. A vessel of the battleship class carries fully one hundred tons of stores, the value of which would be half a million dollars.

The list of naval stores for each ship is prepared in the Navy Department, where the experience of many years determines the needs of the service. The weight of the different articles is ascertained and the record faithfully preserved. The books of the department show, for instance, the weight of the crank-pin bolt of the forward starboard engine of the *Oregon*, or the weight of the safety valve of No. 1 auxiliary boiler. It is possible for a naval engineer to take the diameter of a smoke-pipe and trace out the dimensions and general characteristics of the ship, just as scientists will take a fossil bone of an extinct animal and furnish a picture or build a skeleton of it.

For convenience in ledger accounts the naval stores are divided into thirty-two classes, and they embrace every conceivable article likely to be needed during a three-years' term on board a ship of war destined to visit strange ports and to encounter unseen conditions. The possible needs of a naval ship have been very aptly anticipated, although the list will show many articles which will strike an outsider as curious. For instance, a man on the farm, who knows a vessel only as a thing of masts and

ropes, would hardly expect to encounter on shipboard a plow, pitchforks, rakes, spades, chicken coops, carriages and wagons, carriage whips, currycombs, horse collars, mules and oxen.

Some idea of the diversity of various articles classed under one head is afforded by the item of brushes, of which these varieties are required: artist's, dabble, badger, bench, blacking, blender, blind, bristle, camel's-hair, cattle, chisel, clamp, coach painter's, coir, color, dust, fan, factory, feather, feather dusting, fitch, floor, flue, foundry, fresco, gilder's tips, glue, graining-combs, hair, hand, hearth, horse, kalsomine, lacquering, lamp chimney, lettering, marking, mottler, moulder's, painter's, painter's dust, paste, pencil, roofing, sable, sash-tool, scrub, shaving, ship's seaming, shore, stencil, steel wire, stove, streaking, sweeping, tar, tooth, tube, varnish, wall, white-wash, window, wire.

Another subject with many sides is that of oil, of which the different kinds are armorer's tool, belt, boiled and raw linseed, cleaning, carboline, carbon, castor, clock, cocoanut, cottonseed, carne, cylinder, engine, fish, gargling, gasoline, hard finish, kerosene, lard, liquid cooler, lubricating, machine, Mecca, mineral, naphtha, natural, neat's-foot, olive, paraffin, petroleum, polishing, sperm, spindle, sweet, synovial, tea, vacuum, valve, whale.

Articles with quite separate utility are closely associated in the alphabetical classification, sometimes to an interesting degree, as when we find that coffins, clothespins, clarinets and clapboards are together, or gravel, gravy-boats, Greek fire and gridirons are group-

ed in another place. The other curious items which help make up a ship's equipment are andirons, drums, earrings (rigging), letter boxes, rags, razors, lap robes, umbrellas, bread boxes, box openers, cat meat, coal breakers, cravats,

corset lacing, diamond tools, devil's-claws, dog vanes, dynamite, fireworks, hour glasses, jewsharps (pertaining to the anchor), Jacob's ladders, pedometers and rat traps. —*John Edward Jenks, in Saturday Evening Post.*

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*For The Sailors' Magazine.*

### JOY OVER ONE.

Once in careless independence,  
 With my will opposed to God,  
 Seeking only selfish pleasures  
 On the downward path I trod.  
 And for years my sun shone brightly,  
 All my sky was fair and clear,  
 Not a cloud to gloom my pathway,  
 Nothing seemed to cause a fear.  
 But the goods my Father gave me  
 Every day were wasting fast,  
 Though the blinding power of Satan  
 Made me think 'twould always last.  
 But at last my bottle emptied  
 And an end came to my store,  
 Then the pangs of hunger seized me,  
 And remorse and anguish sore.  
 Then the famine quickly followed,  
 And the nobles cried for bread,  
 And the pall of death and sorrow  
 O'er the land was widely spread.  
 In my unexpected sorrow  
 To a citizen I went;  
 He to fill my cup of sadness  
 Had me to his swine-troughs sent.  
 But the pangs of folly heightened  
 All the need I felt for food;  
 I had been a reckless waster  
 Of my Father's store of good.  
 Then I said, with deep repentance,  
 I will seek my Father's face,  
 I will tell Him all the story  
 Of my sin and its disgrace.  
 I would labor in His vineyard,  
 Feed His cattle, till His land,  
 Could I earn the smallest favor  
 As a servant from His hand.  
*England.*

Then I rose to face the distance  
 With my hunger, shame and sin,  
 Wondering in my heart, uncertain  
 Would He take the rebel in.  
 Scarce had I begun my journey  
 When to my astonished sight  
 Did I see my Father running  
 Towards me with profound delight.  
 On my neck with deep compassion  
 And with kisses did He fall;  
 I could tell by how He met me  
 He had quite forgiven all.  
 In the folds of love He held me  
 Till He banished every fear,  
 Till He quelled my dark forebodings,  
 Made me conscious I was near.  
 Then with gentle hand He led me  
 To His home of glowing light,  
 Where a feast in royal splendor,  
 Met my grateful, wondering sight.  
 And He bade the servants clothe me  
 With the robe and shoes and ring,  
 All provided by my Father,  
 There was nought for me to bring.  
 There was joy beyond expression,  
 In my Father's radiant face,  
 As we sat together feasting,  
 At His banquet spread by grace.  
 There I learned the happy secret  
 That the feast could not begin,  
 Nor the music and the dancing,  
 Until I was safe within.  
 In His hour of joy He told me,  
 That the wine could not go round,  
 Till His hungry son of swine-land,  
 Till the *lost* one had been *found*.

J. C. SMITH

### Saved from Drowning.

On one occasion, being at sea, the writer fell overboard. Down, down, fathoms down he sank into the bosom of the angry ocean. All was darkness around him, and all was terror within him; for he still retained his consciousness in this moment of danger and agony.

At length he rose to the surface, and, struggling as a drowning man for life, he struck out for the ship. But, alas! it had already receded so far from him that he had no hope of being able by his own efforts to gain that ark of safety. A boat had been lowered from the vessel, and manned by sturdy sailors, whose brawny arms propelled it swiftly along, it quickly reached him.

"One more minute," says he, "of desperate exertion, and I clutch the gunwale of the boat and am saved."

"Saved!" Who can ever appreciate the glorious ecstasy of that moment, as, having scrambled on board, I sank panting and utterly exhausted in the stern sheets? Saved! Saved from the gurgling sound of waters closing over me and shutting against me the gates of life and hope. If I live for a thousand years I feel certain I shall never experience a moment of such bliss.

"Saved!" I murmured the word to myself and fell into something between a swoon and a sleep."

Yes, truly there was ecstasy in that moment. It was a deliverance never to be forgotten—a moment of bliss.

The drowning man realized his danger, and terror filled his soul. Some men may shut out from their minds the thoughts of sin, death, and judgment as unwel-

come intruders, and live unconcernedly as if they were not afraid to die. But, as Marshal Lannes said to a French officer, "Know, colonel, that none but a poltroon will boast that he never was afraid." It is certain that a day will come when the sinners in Zion shall be afraid; for, "Who among us shall dwell with the devouring fire? Who among us shall dwell with everlasting burnings?"

Alarmed by the imminence of his danger the drowning man strained every nerve, and exerted himself to the utmost of his ability to save himself, but in vain. Had the boat not come to his rescue he must have perished.

So it is with sinners. When first they are awakened to a sense of their lost condition they instinctively "clutch the gunwale," not of the heaven-sent life boat, but the frail raft of their own works; and perhaps for a season they may congratulate themselves on their foresight in having provided such a satisfactory means of safety by their own efforts.

But when the storms of life begin to rise, and the sound of the "swellings of Jordan" are heard, the soul that has thus made "lies its refuge, and under falsehood has hid itself," is made to feel the insecurity of its false confidence; for, saith the Lord, "The hail shall sweep away the refuge of lies, and the waters shall overflow the hiding-place."—*Friendly Greetings.*

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### The First Transatlantic Steamer.

Some cyclopædias say that the first vessel to cross the Atlantic by steam was the *Rising Sun* in 1818; others say the first steam voyage

was made across the Atlantic by the *Savannah*. All are wrong. A tablet has lately been erected in the Great Hall of the Parliament Buildings, Ottawa, commemorating the fact that the first vessel to cross the Atlantic propelled entirely by steam was the *Royal William*, built in Canada in 1833 by James Groudie. Some fourteen years previously the *Savannah* crossed from Savannah to London, but the wood that she carried for fuel ran short, and she was compelled to cover the greater part of

the distance with the aid of sails. And the claim of the *Rising Sun* has yet to be proved. The *Savannah* was a full-rigged ship of 380 tons, with a pair of paddle wheels so constructed that in a storm they could be unshipped. On her first voyage she was chased a whole day off the coast of Ireland by a revenue cruiser, which took her for a ship on fire. Lombroso says, "Blasco de Garay seems to have propelled a vessel by steam and paddles in the harbor of Barcelona in 1543."—*The Mistakes we Make*.

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## WORK AMONG SEAMEN.

CORRESPONDENCE, REPORTS, &c.

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### At Stations on the Foreign Field.

#### Sweden.

HELSINGBORG.

Mr. K. I. BERG writes on April 5:

I received your kind letter when I was sick, which gave me back courage and confidence. As you say, the Lord only requires faithfulness of His servants. In winters like this one there are not many sailors in the Homes and boarding houses. It is mainly steamers which can be in motion when the cold is as sharp as it has been this year, and only a small part of the crews of these consists of real sailors, as the work on board steamers is of such a nature that it may easily be done by people without any real sailor's education, and consequently people of various other occupations and trades are used instead of sailors. True enough that now and then a sailing vessel has come and gone, but I have found less of that hopeful courage characteristic of the real sailor, and more of the melancholy and dissatisfaction which seems more and more to get ground among all classes of people. Sailors who work sprightly and with joy are a refreshing sight. Wherever you find them, on board the vessels or in the boarding houses, in the streets or in the sailors' meeting place, they are always kind and polite and hopeful. They do

not waste their money in the public houses and have always a small sum saved from their last voyage, which they can send home to their parents or other relations, or by which, if they should not get shipping at once, they can keep themselves honestly for some time till they find an opportunity to work, of which they are not slow to avail themselves.

Quite different are the poor slaves to drunkenness. They are generally uneasy and in low spirits and indisposed to work. They have seldom anything left of their wages when they are paid off, and even this soon finds its way to the public houses. Often they find themselves induced by some dissension on board to run away from their places and thus they are wandering beggars. To our meetings they often come, not in order to listen to the Lord's word, but to tell their stories and to work upon our sympathies. And of course we take pity upon these poor fellows, though they have themselves been the cause of their misfortunes. I hope that some word of exhortation may have been blessed to them.

God be thanked, however, that our meeting place has also been visited by many intelligent and agreeable sailors whose open, honest and healthy faces it is a pleasure to look upon. Two festivals have been arranged for sailors in our lit-

tle meeting place. On one of these occasions about fifty sailors were present and listened intently to an affecting description by the Rev. Mr. LANDEGAARD from a sphere of life very near their own, and in which the mercy and love of God to sinners were developed in a very simple and striking manner.

Number of ships in port since last statement, 612; religious services held, 38; average attendance of seamen at religious services, 12, of others, 4; religious visits to hospitals, 13, on ships, 650, in boarding houses, 90; Testaments and parts of Testaments distributed, 120, tracts, &c., 2,000.

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#### STOCKHOLM.

Mr. J. T. HEDSTROM writes on April 1:

As usual I have had a little mission trip out to the islands this winter. The mission house was crowded with sailors and their families at every place. The Lord was with us. In one place eighteen persons received the wonderful love of God to salvation. On my way home I found in the railway carriage a young American sailor. I told him about our dear Saviour and presented him some good books. He promised to read the gospel and to be a Christian sailor. In our mission room at the Sailors' Home we have preached every night.

A great victory has been won. About an hour's trip from the present Sailors' Home there is a very large harbor where most of the largest vessels coming to Stockholm are loading and unloading. This harbor is called Värtan. For many years we have been longing and praying to our God to be enabled to obtain a sailors' mission out there. In past years we have visited the ships lying out there, but having no place ashore where we could gather them together, our work could not be carried on as we wished. But now the Lord has heard our prayers and through His blessing we have obtained a house that will be used as a preaching place and reading and writing room. In the month of January last year we received a piece of ground from the city of Stockholm to build a reading and writing room. But the site was far up in the woods and a long time elapsed before any architect could commence building, and the work did not begin before the end of August. After working about a week the owner of the railway restaurant offered to sell us a house on a

hill visible to all the ships, wherever they are lying. We have incurred a debt of 15,000 kroner, but the Lord is mighty to help and I think He will meet all our wants. And so this house that formerly was the means of ruining many a sailor will now become a refuge and resting place to them. We intend to hold meetings three times a week and one on Sunday at the Sailors' Home, and on the remaining evenings out here at our new station. In order to attend to this new work in the best way we have been obliged to move out there, and Mrs. HEDSTROM is going to attend to the reading and writing rooms and to serve those sailors who are coming to our place. I will of course visit our vessels in the port of Stockholm. I hope in the future to be enabled to communicate you gladdening results from our new little station for the sailors' mission.

Tracts distributed, 1,000; visits to families and prison, 26; religious services, 98.

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#### SUNDSVALL.

The Rev. E. ERIKSSON writes on April 2

I have fair health and am very cheerful in my work. In Sundsvall there has not been any general revival the past winter, but some have received the word of God and praised Him for cleansing in the blood of Christ. Even backsliders have been revived. On one evening five young men found salvation and one man in middle life was revived. In the Seaman's Home of Sundsvall 1,803 persons were lodged during 1899, of whom 1,069 were shipmasters and 567 seamen.

During this quarter I have traveled 550 kilometres, preached 68 times, held 59 prayer meetings, made 52 house visits, and distributed 500 tracts.

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#### GOTHENBURG.

Mr. CHRISTIAN NIELSEN writes on April 8:

Although the port of Gothenburg is never blockaded with ice to such extent that steamers cannot force the passage, the number of ice-bound sailors is increasing every year. As soon as the ports in the Baltic are blockaded sailors make for Gothenburg with the hope of getting a chance before long. In front of the

shipping office and on the wharf many seamen are seen vainly looking for an opportunity to ship, and every day others arrive to add to the great number of unemployed, some of whom have been tied up for three or four months. The fact that many of these sailors are not prepared for such a long stay on shore makes our mission the place of refuge, while others are having a hard struggle to get through without betraying themselves to any one, and we become aware of their suffering only when sickness takes hold of them or by close questioning.

With our heart full of gratitude to God and the kind friends who stand by us in our work, we are glad to say that our endeavor has not been in vain and we have gained the friendship of the men. Bernhard had visited our mission daily for some time when my wife noticed that he was growing thin and pale. Inquiry showed that the poor fellow for nearly two weeks had but one meal a day. "I cannot allow myself any more if I am to keep above water a few weeks longer," he said, "and I will not live on credit if I can do without it; I would have nothing to send my mother if I am to live on my advance." We got some work for him and he proved very thankful. At our New Year entertainment I noticed that he was moved to tears, but expressed no desire to become a Christian. But in the early part of March he came into my office with a Testament in his hand. He said "I am to ship to-morrow, but I cannot do it with an easy heart; I am not a child of God, I have rejected all His calling, yet He has been so good to me. I have realized it during these long months I have been in Gothenburg. I would like to become one of His. Will He accept me? I am not worthy of His love." I read a few verses out of the Testament about Christ who came to save that which was lost, and when we knelt Bernhard had but one prayer, "God be merciful to me," and his prayer was heard.

A young sailor named Gustof came to the reading room demanding help. "I need some food and clothing," he said. I told him that he had no right to demand anything, but if he were hungry he could earn his meal by sawing wood in the cellar. This he was unwilling to do, and went off. Returning two days later, asking to be put to work, I went into the cellar with him and learned that he had had nothing to eat that day. After eating he went to work with a good heart and for four days worked hard, and

then he got a chance with a sailing vessel. Before sailing he said "I am thankful that you turned me off at first, if you had not done so I might never have learned the lesson. By the grace of God I shall never get into that position again by my own fault. I know that I need Jesus to save me from my sins and to overcome temptation. Will you remember me in your prayers that I may gain the victory?"

A boy ten years old came to our mission in the most miserable condition to ask for a night's lodging. The story he told I realized at once was not true and told him so. I took him by the hand and asked him to tell the truth, no matter what it be, and then he told me that he was discharged from his vessel in Germany after being arrested for stealing a pocketbook from the captain. This was the boy's first offence and he was not punished for it, but discharged in that foreign port with only twelve kroner in his pocket, just enough to take him to Sweden. When the boy came to us he was almost naked. A Christian captain promised to give him a chance in his vessel if I could get some clothing for him, and through the kindness of the Rev. Mr. BOHLIN and the shipping master I got him an outfit. When I visited him on board the night before sailing he promised me with the tears running down his cheeks to be a good boy. Showing me a little pocket Bible he said "I shall read this." I opened the Bible and inside was written: "To A—, in remembrance of ANDSEN NIELSEN." It was my little boy who had made him a present of it.

To a sick sailor at one of the boarding houses I read the story of Christ and the woman at the well. When I got through reading I found the sailor in tears. "What is there in this story that makes you feel so sad?" "It was the last chapter that my mother read to me when I was a boy," he answered; "she died a faithful believer in Jesus. I wish I was as good as she." I had a long conversation with him and he asked me to pray for his salvation.

During the summer months our reading room at the north end will be closed owing to rebuilding and our new quarters will not be ready until October next, but with our chapel and reading room at the other end of the harbor we hope to get on without missing the other too much. With much pleasure I record that the seamen are sending word to our mission when their vessels are to leave, so that

we may pay them a farewell visit. These visits to the vessels on the river continue to be the most blessed part of our work; the noon hour spent with the crew in the fore-castle in song and prayer is full of sweetness and delight. The hard work in pulling up against the stream is soon forgotten when we hear the expressions of thanks from the men.

Loan libraries sent out in last quarter, 15; prayer meetings, 28; poor sailors helped, 17; gospel services in chapel, 15, on shipboard, 29, in hospital, 7, elsewhere, 19; average attendance of seamen, 47; visits to hospital, 11, on ships, 232; to boarding houses and families, 316; Bibles and Testaments distributed, 163, tracts, &c., 7,000.

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## Denmark.

### COPENHAGEN.

The Rev. A. WOLLESEN writes on April 1:

The fortunate who in the season of navigation in these northern regions have saved a little of their small earnings start as a general rule in the autumn for their island homes; others go to Antwerp, Glasgow or Liverpool, in order to obtain a chance to earn their bread; but a multitude remain, and of these no small proportion look to our Bethel ship for assistance. But we rejoice to state that the giver of every good and perfect gift has mercifully provided kind friends who ever respond to my applications in order to welcome the poor and needy. While we hoist the banner of a Saviour's love our Bethel ship has been a refuge for the sick, poor, defrauded and ill located sailors. Again and again mariners have returned from their various voyages who have connected small and humble tokens of providential bounty with Calvary's cross.

Thousands of seamen have in the past quarter sat down in our sanctuary and in quiet and solemn hours received the dew from heaven gently falling on prodigals and backsliders; tears have manifested deep contrition for an erring past, and spiritual joy and peace have broken forth from consciences healed by Christ, and souls of feeble faith have made a closer acquaintance with the true David, the tenderest of shepherds.

I found a poor, sick sailor whose wife was in a lunatic asylum and who was

mourning the death of a beloved boy; after having visited and prayed with him several times his feeble faith was put on Bethany's chief Mourner and he found consolation.

Johan came to our Bethel ship with a bruised heart. Once he was happy and could sing, but sin had made prayer only a remembrance, and now he feared he had sinned against the Holy Ghost. On pointing out to him that the remembrance of sweet and happy days, his tears and sorrow, were the Spirit's work, he knelt in prayer and found the herald of hope the balm of peace.

Alfred came to see Copenhagen at half past 11 a. m. with fourteen kroner in his pocket; between 4 and 5 of the same day, having been in the harbor with two Bible bags, I saw a sailor on a corner near a rum hole, and experience told me that he was a stranger and in trouble. I went across in order to hear his story and if possible to help him. "Can you tell me where I can find a pawnbroker?" "Yes, but you have nothing to pawn," I said. He unbuckled his coat and pointed to a nice blue woolen shirt. "You can only get very little for that," I said. "Well," was the reply, "that is for a lodging." "But what about to-morrow?" "I will pawn my coat and return in my shirt sleeves." "Well," said I, "go with me, friend; probably you will be helped in a different way." He told me that on his arrival he was invited into the rum hole, there he had some liquor, became sleepy, and after sleep he knew not what had become of his money. Arriving at our Bethel ship he was overwhelmed with sorrow; he had a praying mother, and that he was met with such kindness just there and then convinced him that his mother's prayers for him were heard and answered. He made a full surrender to Christ and returned next day to Landskrona with an experience never to be forgotten.

William was a son of respectable parents on Farao island and had caused them many tears. He came to our Bethel ship, when he was arrested by grace. "Seven months ago I was a drunkard with an unquenchable thirst, to-day I am a child of God; the old appetite and passions have passed away." Acknowledging his gratitude for a Bible bag given to him he writes, "Its contents preach Christ as well as furnish wholesome entertainment by day and by night to the wayfarer on the lonesome sea."

Captain STERN writes, "On arrival at

Gibraltar I received your very kind letter and want to inform you that I have read the tracts and your letter several times. It reminds me afresh of the dear old spot where I learned that I was a lost sinner and found a way out of my sad life of sin and found pardon and the peace of God which passeth all understanding. Mr. B. and I join in endeavors to persuade our crews to turn to the blessed fountain of light and life, and we trust some of them are considering their ways. We humbly implore the prayers of the children of God and remain yours in faith and love."

Mrs. C. writes "My husband is rejoicing in holding up the banner of the cross and we trust his humble endeavors and the sweet songs of Zion will be blessed to the conversion of some of his shipmates. We likewise trust, dear Mr. W., that showers of blessing are still falling on your sanctuary, hastening onward the fulfilment of the promise—the sea for Christ."

Kind friends in America have for a number of years favored our mission and reading room with the *Christian Intelligencer*, *New York Observer*, &c., to whom I send sincere gratitude.

In conclusion I am constrained to call on my soul and all within me to praise the Lord for the fact that I am considered worthy by our heavenly Father to bear an humble part in the great work, and give my sincere gratitude to your honored Society which supplies the means to make me useful.

Sermons on Bethel ship, 43 on shipboard, 4, in hospitals, 4, elsewhere, 3; average attendance of seamen, 100, of others, 40; visits to hospitals, 38, on ships, 286, to boarding houses and families, 334; Bibles and Testaments distributed, 365, tracts and printed sermons, 5,000.

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### Japan.

YOKOHAMA.

The Rev. W. T. AUSTEN writes on April 11:

You will be pleased to hear that I have been successful in my efforts to obtain a long lease of my present mission buildings, as for two years I have only held them on a three-monthly agreement, and feared that we might at any time have received notice to quit. The buildings have been thoroughly repaired and painted, and

I might almost say refurnished. Everything looks so neat and clean, and the sailors are delighted, several having remarked "Why it looks like a palace, sir." The *Gleaner* has also been in dock and had a thorough overhaul and painted at a cost of over five hundred yen.

Early in the year we had several services on board the army transport *Grant* which were very largely attended, and much interest was shown by both officers and men. Over one hundred copies of the New Testament were sold on board. For several weeks past we have been holding services on the U. S. battle ship *Oregon* with large attendances. We have also held several in the U. S. Naval Hospital. My wife has also accompanied me on the U. S. S. *Brooklyn* and the U. S. S. *Baltimore*, going all round on each deck talking with the men and personally inviting them to our mission. Last Sunday afternoon admiral WATSON and captain FORSYTH, of the flagship *Brooklyn*, called and thanked us for all our good work among the men of the fleet and in the hospital. The captain of the *Baltimore* has invited us to hold services on his ship.

We have every reason to thank the Lord and to take courage. A few days since a shipwrecked crew were brought here destitute. I made an appeal to the community for clothing which was readily and liberally responded to, and have had the pleasure of giving each man a good parcel of clothing, numbering about thirty men. Please accept our thanks for copies of the SAILORS' MAGAZINE sent us, which are always read with interest.

Number of American ships in port since last statement, 9, all others, 326; religious services held in chapel, 37, on shipboard, 6, in hospital, 13, elsewhere, 1; attendance of seamen at religious services, 1,961, of others, 219; religious visits to hospitals, 48, on ships, 222, in boarding houses, 89; Bibles and Testaments distributed, 156, bags or parcels of reading, 58.

KOBE.

The Rev. EDWARD MAKEHAM writes on April 22:

With the new year the oil ships from Philadelphia began to arrive and we are again quite busy afloat. At the time of writing there are six large sailing vessels in port and two have just sailed. On boarding a recent arrival one was strongly reminded of the perils to which those are exposed who go down to the sea in

ships. Talking to a fine strapping sailor lad he said, "I was at the wheel when she shipped a tremendous sea over the poop; the second mate was washed clean overboard and was only saved by catching the lee braces. I was found jammed under the tiller and several of the other fellows got severe cuts and bruises, while the ship looked a perfect wreck, boats smashed and rails twisted and bent like bits of wire; it's a mercy no lives were lost." Just then a young German passed and he was pointed out to me as having fallen from the main top-gallant yard to the deck, but having broken his fall by striking against everything possible he was able to resume duty in about three weeks.

After experiences such as these, hearts are softened to receive the gospel message, but oh! how often we see the good seed choked by the demon drink; one of these same men came to the service on the Sunday following so intoxicated that he fell into a profound sleep and at its close had to be taken off to bed.

### At Ports in the United States.

#### New York.

##### NAVY YARD.

The Rev. G. B. CUTLER writes on May 1:

The month of April has been marked by the best religious interest of any month since we came to the work at this place. In this one month one hundred and thirty men have publicly said they believed in the gospel of Christ and felt their need of its application to their lives, and by the help of God would begin the life of the Christian by committing their way to His guidance. How many of them will persevere to the end we cannot say, but that the Holy Spirit is moving on hearts here is clearly seen by the voluntary attendance upon the Sunday and Wednesday evening services. There is a cause for this in the fact that there have been large enlistments of young men just from home, while many others have been here for two or three months with no evening entertainment to speak of (as they are not allowed off the Cob Dock) but the gospel services alluded to. Truly God has answered prayer in this matter.

The Y. M. C. A. have had for the past four months the charge of the forenoon service on the Lord's Day; that service has heretofore been conducted by any

But yet there is much to cheer, and bread cast upon the waters is found after many days. Among our letters recently received is one from Lyttleton, New Zealand, in which the writer says, "I was in Kobe in the bark *Woosung* about the Christmas of 1898. . . . I am enclosing a postal order for £1 for the mission to seamen, 10s. of which is from Jack and the rest from me. We had such a good time and were treated so kindly at the mission, especially by Mrs. MAKEHAM and yourself, that we thought we would send this along to help the good work." This is practical sympathy and may lead one to hope that the givers have received some spiritual gift.

Number of American ships in port since last statement, 9, all others, 174; religious services held in chapel, 17, on shipboard, 15, in hospital, 9; average attendance of seamen at religious services, 10, of others, 5; religious visits to hospitals, 14, on ships, 144, and in boarding houses, 19; tracts and other reading distributed, 48 parcels.

Protestant chaplain stationed on the receiving ship, and in his absence by the missionary of the AMERICAN SEAMEN'S FRIEND SOCIETY. There being for the past four months no Protestant chaplain connected with this naval station, many duties, such as regular visitation of the naval hospital, the sick bay of the receiving ship and the prisoners, we have taken up, and it has proved a source of blessing to us as well as to those visited.

Sixty-eight men during the month have been supplied by us with Testaments, while the personal talks on the subject of salvation have been a daily and precious service. We ask the prayers of Christians in behalf of these seamen of our navy, your own brothers, sons, husbands and fathers.

I wish to express here and publicly my thanks to the captain and each officer on the U. S. S. *Vermont* for the unfeigned courtesy ever accorded me by them.

I add brief notes from letters received recently from men far away whose hearts were led to repentance in our meetings the past year.

U. S. S. DETROIT.

"I am still holding on to Jesus and He seems to be holding on to me. Glad I am that I ever went into your services on Cob Dock; there my heart was touched

by the love of God. I saw my sin and He helped me."

U. S. S. SCORPION.

"Every day I think of the chapel on the Cob Dock. It was my first view of heaven; yes, my first view of myself. What a miserable man I was till then; now I just trust God and live for Him, yet have my fights. God bless you for your work."

U. S. S. NEW ORLEANS.

"You may sometimes think of me; maybe not; but I do of you. Jesus keeps me yet, always will I'm sure. What a blessed light came into my mean heart as you talked to me last fall. It has grown bigger ever since. I would be a dog to live now as I used to. We have rolled about in this ship a good deal, but God has kept me. Oh, how much you folks are doing for sailors you will never know. God bless you in your work."

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## Virginia.

NORFOLK.

The *Public Ledger* is glad to know of the growing usefulness of the Seamen's Friend Society in Norfolk since the removal of its headquarters—the Bethel—to a more central location on Main Street. The conditions which made this move necessary indicate the great change that has come over the commercial and maritime interests of the city since the Bethel was established on Water Street. We are very certain that the society never had a more faithful worker than the present chaplain, Rev. Mr. MERRITT, whose devotion to the cause is phenomenal.

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## South Carolina.

CHARLESTON.

The Rev. P. A. MURRAY writes on April 9:

I am very much crippled in my work because I am not able to hire competent help. The consequence is everything has to be done by myself and I am expected to be here, there and everywhere at the same time. The Ladies' Seamen's Friend Society is doing well and is ever ready to give me a helping hand. It would be difficult for me to carry on my work without the help of this society. The seamen are attentive hearers as a general thing, and occasionally we have the cheer-

ing evidence that our labor is not in vain.

The following figures will give you some idea of our work: Foreign ships in port past quarter, 26, coastwise, 177; visits to ships, 443, to hospitals, 15, to jail, 6; invitations to services, 1,124; sailors in reading room, 1,171; sailors in chapel, 302, others, 479; seamen at concerts, 501, others, 1,572; magazines, papers and tracts put on ships, 3,030, Bibles, 37; temperance pledges, 9; letters written, 72, received, 14.

I am still at work trying to get that launch, and when I succeed in getting it I will be able to carry on my work in a more satisfactory way.

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## Florida.

PENSACOLA.

Mr. H. C. CUSHMAN writes on April 20:

When the hours of work are over the crew will assemble forward, wash their hands and faces, and eat; after that they smoke, read, or play on some musical instrument; if an Italian, German or Scandinavian, the notes of an accordion will wave forth, but if an English seaman, the sweet twang of the zither will ring out from the forecabin. The temporal condition of seamen has improved, wages have increased, and there has been much favorable legislation in behalf of American seamen. If now they will accept Christ to be their Captain or Pilot, then they may have everything that is requisite and necessary for the body and soul.

When the war vessels *New York*, *Texas* and *Machias* were in the harbor last week a sailor from the *New York* made the remark that the United States navy had no use for the drunkard and would gladly be rid of him, because drunkenness, profanity, and all kinds of vice are contagious. In the marine ward of the hospital an Italian seaman lay dying. I asked another Italian who stood with me "Is he a Christian?" He answered "Yes." "How do you know?" "Because I saw representations of Christ on the cross tattooed on his arms and breast." I told him that was circumstantial evidence, but it was unsatisfactory. "Did he not give some blessed testimony of his trust in Jesus?" "Yes, he prayed to God through Christ that if it was the will of God he might be spared to return to Italy to see his wife and child again." I said to the Italian, "Promise me that you will write to the wife of the depart-

ing one the words of his last prayer; write also that it was not the will of the heavenly Father that her husband should return to the sunny land of Italy, but that through faith in the Lord and Saviour Jesus Christ they may meet in the brighter world above."

We thank Mr. E. F. MUNSTER, of No. 7 Albert Square, Belfast, Ireland, for contributions of tracts, &c; Mr. WAHLSTAD, of Lorin, California, for monthly contributions of one hundred copies of *Good News*; Mr. and Mrs. WM. DAWSON, of Boston, Mass., Mr. and Mrs. FREDERICK S. MELLEN, of Winnebago, Ill., Miss MAUD BOYSEN, daughter of the former vice-consul of Norway, Sweden and Denmark, and Mr. J. N. FORBES, of Hornersville, N. Y., have from time to time given us many papers and magazines.

Number of American vessels in port since last statement, 28, all others, 136; services held in chapel, 25; average attendance of seamen at chapel, 7, of others, 5; visits to hospital, 12, to ships, 275, to boarding houses, 49; Testaments distributed, 63, religious papers, 665, tracts, 991.

Report from the Anchorage mission: religious services at Anchorage, 25; average attendance, 16; Sabbath School sessions, 12; average attendance, 20; seamen furnished with lodging, 6.

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## Georgia.

### SAVANNAH.

Mr. H. IVERSON writes on April 7:

Number of American ships in port since statement, 202, all others, 72; religious services held in chapel, 44; average attendance, including the weekly prayer meetings, 41; visits made to vessels for religious purposes, 177, to hospitals, 27; I have distributed many tracts and other reading matter which the sailors as a rule are glad to get.

The last week of March we had gospel meetings every night conducted by Mr. W. C. K. SAMPLE, from Columbia, Pa. We had very good attendance and a great deal of spiritual interest was manifested. He enjoyed his stay and the work among the seamen very much. He said he would come back next winter and spend a month if possible. Mr. SAMPLE is one of the most earnest and loving men that I ever learned to know. He is a very effective preacher. May God bless him and his great work in the Y. M. C. A.

## Alabama.

### MOBILE.

The Rev. R. A. MICKLE writes on May 1:

Number of American ships in port since last statement, 15, all others, 53; religious services held in chapel, 8, in hospital, 8; average attendance of seamen at religious services, 16, of others, 7; religious visits to hospital, 3, on ships, 152, in boarding houses, 31; Bibles distributed, 1 German, and 17 English Testaments, numerous magazines and tracts, and SAILORS' MAGAZINES.

At the regular monthly meeting of the Bethel Auxiliary the following officers were elected to serve during the ensuing year, viz: Mrs. THOMAS, president; Mrs. PATON, vice-president; Mrs. CLEVELAND, secretary; Mrs. LESLIE TAYLOR, treasurer. The contract for building the first part of the Seamen's Home has been given out and the work is to begin at once, Mrs. PATON gave fifty dollars towards this object. Clothing and food were given to the needy. Two seamen signed the total abstinence pledge, one for life, the other for twelve months. The King's Daughters have given one hundred and fifty comfort bags during the year. The chaplain made known in the *Daily Register* that the magazines were nearly exhausted, having supplied so many sailors going to sea. In response, several friends have sent in and are still sending in magazines and books. A letter from the International Committee, 34 Pike Street, New York, asking for information relative to this port, was answered by the chaplain giving all points of interest. A sister in England wrote to inquire about her brother, whose early, sad death occurred in the hospital here many months ago, to whom the mournful intelligence had to be communicated and the particulars given. He had been in Mobile several months and had made many friends. His end was peaceful, though sudden. There was the usual monthly entertainment, and attended with the usual success. Many letters are written by sailors in the reading room.

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## Texas.

### GALVESTON.

The Rev. JOHN F. SARNER writes on April 2:

The time has arrived again when I shall

review the work accomplished since last report; this is really one of my hardest tasks, because it makes me always feel ashamed for having done so little, and yet I am occupied all the time with my work. But our hope is that "The Day" shall bring forth what is now in obscurity. Gratifying indeed are the appreciations extended us by the seamen in general; now and then we may strike one that seems to spurn all efforts, but these are rare exceptions.

At our New Year service a young man came forward and extending his hand to me he said: "By the help of God I shall stand by you in your noble work this coming winter." Others have asked for prayers and some have claimed deliverance from their sins. When visiting a vessel I found a sick man lying in his bunk and prayed God that I might be able to do him some good, but he showed no interest in religious conversation, so I left a couple of tracts with him and urged him to seek God. The following Wednesday night he attended service and seemed to enjoy it. The tracts became instruments in the hands of God to alter his mind.

Another sailor was run over by a train and lost one foot. Turned out of the hospital before the wound was healed, without money, relatives or friends, a mental and physical wreck, he was taken up by our Society, a wooden leg was secured for him and he was otherwise cared for until he was able to care for himself. Before leaving Galveston he became converted and then confessed that he had previously intended to take his own life, but the kind treatment he received at the mission had changed his mind and now he is a child of God.

We have now closed the first year in the history of our new Society, and in many respects it has been an important one. It has clearly been demonstrated that the work among seamen in this port is a success. Above all we do thank God for the wonderful grace by which sinners have been led to the cross.

We have held 159 religious services with an average attendance of all classes, 41, sailors, 10. We have made 323 religious visits to the ships and 55 to the hospitals. This is a work that requires time, courage and religion. Thirty-six Bibles, Testaments and gospels have been distributed, tracts, magazines, periodicals and papers in thousands. A large package is sent with each ship that applies for reading matter. Sick seamen have been cared for, hungry fed and

shelterless housed. There are many other things that take a good share of the pastor's time and attention, such as writing letters for seamen, filling out papers, counselling, securing work, etc.

The reading room is kept open until 10 o'clock p.m. every day. Contributions of reading matter have been received from Galveston, New York, Philadelphia, Boston, St. Louis, Colorado Springs and other places. Close to five thousand sailors have visited the reading room and more than one thousand five hundred letters have been written.

Number of American ships in port since last statement, 52, all others, 98; religious services in chapel, 37, elsewhere, 1; average attendance of seamen at religious services, 10, of others, about 30; religious visits to hospitals, 17, on ships, 82, Bibles and Testaments distributed, 32, tracts, in great amounts.

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## Louisiana.

### NEW ORLEANS.

Mr. JAMES SHERRARD writes on April 2:

Number of American ships in port since last statement, 102, all others, 266; religious services held in chapel, 16, in hospital, 11; average attendance of seamen at religious services, 14, of others, 11; religious visits to hospital, 24, on ships, 202; Bibles, Testaments and gospels distributed, 29, tracts, 2,873.

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## Oregon.

### ASTORIA.

The Rev. JOHNSTON McCORMAC writes on April 2:

As you will see from my statistical report, I have had but few ship services in the last quarter. This has been owing partly to storms on the bay, but chiefly to quarantine regulations. About four-fifths of all our ships are English, and come to us by way of eastern countries as India, China and Japan, which have been afflicted with bubonic plague, and as soon as they arrive are placed in quarantine by our quarantine physician. And not only so but some of those coming round Cape Horn are in the same fix. One Sunday morning I called on one of these,

and after pleading in vain for admission, one of the sailors cried out "Sick ship," and I assure you I did not plead much after that. I handed him a large bundle of reading matter, and got out of the way as quickly as my boatman could row me. I found afterward that the ship had come from Panama and had sent four of her sailors to the hospital here, sick with yellow fever. Just as soon as the ships are released from quarantine they are taken up to Portland to load.

Nearly all my services on land were held in fishermen's boarding houses, of which we have seventeen. Last Sunday there being no ships in the bay I held service in one of these, with nine fishermen and some women and children present. Sunday before last I held service in the morning in the forecabin of the ship *Harvester*, with six sailors present, and on the same afternoon in a fisherman's boarding house where we had twenty fishermen and one woman present. These fishermen were all Finns, who understood but little English, and the service consisted in my reading for them that beautiful little tract "The Dying Drummer Boy," and our singing.

There are seventeen fisherman's boarding houses which I visit about once a month, distributing tracts amongst them and talking to the boys. Of these nine are Finn boarding houses, and my Finn tracts being nearly all given out and the fishing season commencing on the 15th inst., I wrote to my good Christian friend, Mr. MUNSTER, of Belfast, who sent me a fresh supply of these and some Swedish, Norwegian and English tracts also, which reached me yesterday and made my heart glad.

The Spokane and Dalls people are building a railroad to the Dalls, and are building steamers to convey a portion of the large grain crops of "the inland empire" from the Dalls to tide water, but whether we of Astoria or the Portland people will be the chief gainers is still a matter of conjecture; Astoria certainly has the position, but Portland has the money and the warehouses.

Number of American ships in port since last statement, about 4, all others, about 24; religious services held on shipboard, 6, elsewhere, 10; average attendance of seamen at religious services, 12, of others, 5; religious visits on ships, 38 in boarding houses, 53; tracts distributed, 9,778 pages; given to ships 18 packages of literature; baptisms, 4; marriages, 3; burials, 3.

## Washington.

### SEATTLE.

The Rev. THOS. REES writes on April 3:

I have been sick for two weeks. I got tired and kept right along without noticing it. Twelve rose for prayers, five were converted and three sailors besides. I have been twice at Port Blakely and visited thirteen vessels. The CAMBELLS are very kind, they gave me a pass for the year so that I go forth and back free. Pray for Seattle, and I pray for you every day.

Number of American ships in port since last statement, 11, all others, 2; religious services held at mission, 37; average attendance of seamen at religious services, 8, of others, 60; religious visits to ships, 69, to boarding houses and sick rooms, 10, to hospital, 5; Bibles and Testaments distributed, 2.

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## Book Notice.

THE U. S. NAVAL ACADEMY. By Park Benjamin. New York. G. P. Putnam's Sons. 1900. \$3.50.

The publishers have made this a portly volume, handsome in type, paper and binding, illustrated by seventy-three pictures "all properly stopped to the yarn as it is paid out." Park Benjamin, by reason of his graduation from the Academy and his special studies in its history and in naval affairs, has become a recognized authority on everything connected with the undergraduate and graduate life of the U. S. naval service. The narrative goes back to the beginnings of midshipmen, takes up their story in the Revolution, in the war of 1812, minutely tells the tale of naval school life before the days of the Annapolis Academy, and all the events and their issues which led to its establishment. Thereupon he follows the progress of the Academy up to and through and after the civil war, omitting nothing of public, official, social or human interest, portraying the daily life of the cadets as well as of the professors and officers, and discussing all the questions that emerge in the development of the Academy's annals, questions of the

vessels, guns, cruises, discipline, studies, standards of admission and graduation, &c., &c., not forgetting the relationship of the Academy to the country and to Congress. An appendix gives the names of all the graduates including the class of 1899, and the names of all its various faculties.

The book is an honor to its author, to the Academy and to the country. It gives information which every American longs to have, and it will stir fresh pride in the history of the American Navy. Mr. Benjamin's style always fits the matter. He can rollick with the cadets and their sports, he can narrate history with dignity, he can tell stories with relish and he can argue with cogency. The book seems to have been a labor of love, the author's sympathy with his subject being apparent in every page, and it will be read with pleasure by the large class of Americans who are proud of their navy and its work in time of war and peace.

### The Planets for June, 1900.

MERCURY will be visible the last few days of the month, low in the north-west just after sunset.

VENUS will decrease in brilliancy and will move rapidly toward the Sun.

MARS will be visible before sunrise, but will not be conspicuous.

JUPITER will be a fine object in the south and south-west during most of the night.

SATURN will be visible the entire night rather low in the south.

URANUS will be very faintly visible to the naked eye about 7° east of Jupiter.

There will be a partial eclipse of the Moon on the evening of June 12 about 10.30, visible at New York. The Moon's appearance will be scarcely affected by it, but a slight shading may be noticed at the Moon's southern edge.

*Princeton.*

*T. R.*

### Sailors' Home, New York.

190 CHERRY STREET.

*Reported by Capt. H. O. Appleby, Lessee, for the month of*

APRIL, 1900

Total arrivals..... 72

### Receipts for April, 1900.

#### RHODE ISLAND.

Providence, Christian Endeavor Society of Central Congregational Church, for library.....\$ 20 00

#### CONNECTICUT.

Black Rock Congregational Church.	10 25
Danbury, First Congregational Ch...	54 28
Essex, First Congregational Church	18 84
Greenwich, Second Congregational Church	30 03
Hartford, Warburton Chapel Sunday School	5 15
From two friends	5 00
Edward S. Worcester	3 00
New Britain, Lucy J. Pease, for a library	20 00
Southport, Miss Eliza A. Bulkley, \$60 of which for loan libraries, viz.: the George Bulkley Library No. 13, the Elizabeth Bulkley Library No. 13, and the James Eleazer Bulkley Library No. 6	80 00
Congregational Church	33 15
Wapping, Congregational Church	7 40

#### NEW YORK.

Brooklyn, the children of Rev. E. R. Atwater, for a library in his memory	20 00
Chazy, Mrs. M. A. Mygatt	5 00
Coxsackie, E. C. Lusk	5 00
Anna L. Lusk	5 00
New York City, collections from the steamers of the International Navigation Co.'s lines, received per H. G. Phillips, cashier	40 91
Estate of Frederick Billings	25 00
G. G. Williams	20 00
M. C. Stevenson	10 00
A member of the AMERICAN SEAMEN'S FRIEND SOCIETY	5 00
"In His Name"	2 00
Piermont, C. Auryansen	5 00
Schenectady, Rev. A. Russell Stevenson, for library	20 00

#### NEW JERSEY.

Bloomfield, Westminster Presbyterian Church Sunday School	16 71
Newark, Sunday School of Fifth Avenue Presbyterian Church, for library	20 00
Second Presbyterian Church	12 50

#### SANDWICH ISLANDS.

Honolulu, bequest of Elizabeth K. Bingham, deceased, per Rev. H. Bingham, Mrs. L. B. Coan and William R. Castle, executors	50 00
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\$543 72



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NEW YORK EVERY WEDNESDAY.

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## FLEET.

Tonnage				Tonnage					
ST. LOUIS	-	Twin Screw	-	11,629	ARAGONIA	-	Twin Screw	-	5,446
ST. PAUL	-	" "	-	11,629	NOORDLAND	-	" "	-	5,212
NEW YORK	-	" "	-	10,803	WAESLAND	-	" "	-	4,752
PARIS	-	" "	-	10,795	PENNLAND	-	" "	-	3,760
KENSINGTON	-	" "	-	8,669	BELGENLAND	-	" "	-	3,692
SOUTHWARK	-	" "	-	8,607	RHYNLAND	-	" "	-	3,689
FRIESLAND	-	" "	-	7,116	NEDERLAND	-	" "	-	2,839
WESTERLAND	-	" "	-	5,736	SWITZERLAND	-	" "	-	2,819

## BUILDING.

			Tonnage				Tonnage		
VADERLAND	-	Twin Screw	-	12,000	MERION	-	Twin Screw	-	10,000
ZEELAND	-	" "	-	12,000	(A STEAMER)	-	" "	-	12,000
HAVERFORD	-	" "	-	10,000	(A STEAMER)	-	" "	-	12,000

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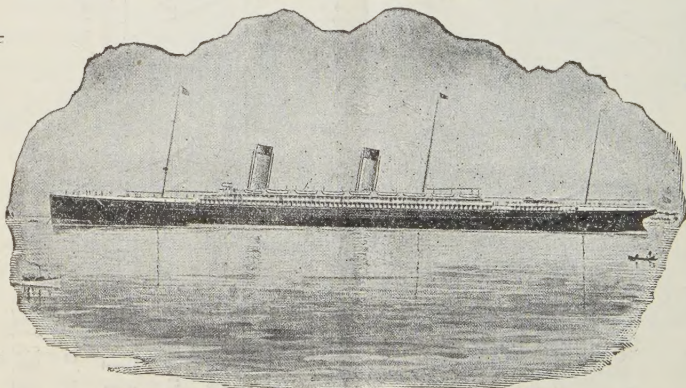
17,274 tons.

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# LIST OF MISSIONARIES AIDED BY THE SOCIETY.

Sweden: Helsingborg.....	K. I. Berg.
Stockholm.....	J. T. Hedstrom.
Sundsvall.....	Rev. E. Eriksson.
Gottenburg.....	Christian Nielsen.
Denmark: Copenhagen.....	Rev. A. Wollesen.
Germany: Hamburg.....	British and American Sailors' Institute, H. M. Sharpe.
Belgium: Antwerp.....	Antwerp Seamen's Friend Society, Rev. J. Adams.
Italy: Genoa.....	Genoa Harbor Mission, Rev. Donald Miller.
Naples.....	Naples Harbor Mission, Rev. T. Johnstone Irving.
India: Bombay.....	Seamen's Rest, F. Wood, Superintendent.
Karachi.....	Rev. W. H. Dowling.
Japan: Yokohama.....	Rev. W. T. Austen.
Kobe.....	Rev. Edward Makeham.
Nagasaki.....	John Makins.
Chile: Valparaiso.....	Rev. Frank Thompson.
Argentine Republic: Buenos Ayres.....	Buenos Ayres Sailors' Home, G. L. Chamberlain.
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Uruguay: Montevideo.....	Montevideo Harbor Mission, Rev. G. P. Howard.
Paraguay: Funchal.....	Mission to Sailors and Sailors' Rest, Rev. W. G. Smart.
Massachusetts: Gloucester.....	Gloucester Fishermen's Institute, Rev. E. C. Charlton.
Connecticut: New Haven.....	Woman's Sea. Friend Soc'y of Connecticut, Rev. J. O. Bergh.
New York: Sailors' Home.....	Capt. Wm. Dollar.
Brooklyn U. S. Navy Yard.....	Rev. G. B. Cutler.
Virginia: Norfolk.....	Norfolk Port Society, Rev. J. B. Merritt.
North Carolina: Wilmington.....	Wilmington Port Society, Rev. M. A. Barber.
South Carolina: Charleston.....	Charleston Port Society, Rev. P. A. Murray.
Florida: Pensacola.....	Pensacola Port Society, Henry C. Cushman.
Georgia: Savannah.....	Savannah Port Society, H. Iverson.
Alabama: Mobile.....	Mobile Port Society, Rev. R. A. Mickle.
Texas: Galveston.....	Galveston Port Society, Rev. J. F. Sarnar.
Louisiana: New Orleans.....	New Orleans Port Society, James Sherrard.
Oregon: Portland.....	W. S. Fletcher.
Astoria.....	Rev. J. McCormac.
Washington: Tacoma.....	Tacoma Seamen's Friend Society, Rev. R. S. Stubbs.
Seattle.....	Seattle Seamen's Friend Society, Rev. Thos. Rees.
Port Townsend.....	Port Townsend Seamen's Friend Society, C. L. Terry.

## DIRECTORY OF SAILORS' HOMES AND READING ROOMS.

Location.	Established by	Keepers,
Portsmouth, N. H., No. 104 Market St. . .	Seamen's Aid Society . . . . .	Rev. J. O. Cornish.
Boston, Mass., N. Sq. Mariners' Home . .	Boston Seamen's Aid Society . . .	Capt. J. P. Hatch.
Phineas Stowe Seamen's Home . . . .	Ladies' Bethel Soc'y, 8 N. Bennett St.	George C. Smith.
East Boston, 120 Marginal St . . . .	Episcopal City Mission. . . . .	James M. Battles, Supt
New Bedford, Mass., 11 Bethel Court . .	Ladies' Branch N. B. P. S. . . . .	E. Williams.
Providence, R. I., 385 South Main St . .	.....	Capt. H. C. Cousins, Supt
New York, N. Y., 190 Cherry St. . . . .	American Seamen's Friend Society.	Capt. H. O. Appleby.
52 Market St. . . . .	Epis. Missionary Society for Seamen.	Daniel Montgomery.
Brooklyn, N. Y., 172 Carroll St. . . . .	Scandinavian Sailors' Home. . . .	Capt. C. Ulenars Supt.
112 First Place . . . . .	Finnish Lutheran Seamen's Home..	.....
Philadelphia, Pa., 422 South Front St. .	Penn. . . . .	Capt. R. S. Lippincott.
Baltimore, Md., 418 South Ann St . . .	.....	.....
1737 Thames St . . . . .	Port Mission, Woman's Auxiliary. .	.....
Wilmington, N. C., Front and Dock Sts..	Wilmington Port Society. . . . .	Mr. Christofferson.
Charleston, S. C., 44 Market St . . . .	Ladies' Seamen's Friend Society . .	Rev. P. A. Murray.
Mobile, Ala. . . . .	Ladies' Seamen's Friend Society. .	.....
New Orleans, La. . . . .	New Orleans Seamen's Friend Soc'y.	.....
San Francisco, Cal. . . . .	San Francisco Sea. Friend Society. .	Capt. Melvin Staples.
New Haven, Conn. . . . .	Ladies' Seamen's Friend Society. .	Rev. J. O. Bergh, Supt.

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Location.	Aided by	Missionaries.
Portland, Me., Fort St., n. Custom House.	Portland Seamen's Friend Society..	Rev. G. Southworth.
Boston, Mass., 332 Hanover St. . . . .	Baptist Bethel Society. . . . .	" Jas. Rea, Ph. D.
Bethel, 287 Hanover St . . . . .	Boston Seamen's Friend Society. .	" S. S. Nickerson.
Charlestown, 46 Water St . . . . .	Episcopal City Mission. . . . .	Mr. S. H. King.
East Boston Bethel. . . . .	Methodist. . . . .	Rev. L. B. Bates.
120 Marginal St. . . . .	Episcopal City Mission . . . . .	" W. T. Crocker.
Gloucester, Mass., 6 Duncan St. . . . .	Gloucester Fishermen's Institute. .	" E. C. Charlton.
New Bedford, Mass. . . . .	New Bedford Port Society . . . .	" E. Williams.
New Haven Conn., Bethel, 61 Water St	Woman's Seamen's Friend Society.	" John O. Bergh.
New York, N. Y., Catharine, c. Madison.	New York Port Society. . . . .	" Samuel Boulton.
128 Charlton St. . . . .	" Westside Branch. . . . .	Mr. John McCormack.
34 Pike Street, E. R. . . . .	Episcopal Missionary Society. . . .	Rev. A. R. Mansfield.
399 West Street, N. R. . . . .	The Seamen's Christian Ass'n. . . .	" Stafford Wright.
341 West Street, N. R. . . . .	Episcopal Missionary Society. . . .	" W. A. A. Gardner.
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Mobile, Ala., Church St., near Water. . .	.....	Rev. R. A. Mickle.

# AMERICAN SEAMEN'S FRIEND SOCIETY,

76 Wall Street, New York.

ORGANIZED, MAY 1828.—INCORPORATED, APRIL, 1833.

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## OBJECTS OF THE SOCIETY.

ARTICLE II, (of Constitution).—The object of this Society shall be to improve the social and moral condition of seamen, by uniting the efforts of the wise and good in their behalf ; by promoting in every port Boarding Houses of good character, Savings' Banks, Register offices, Libraries, Museums, Reading Rooms, and Schools; and also the ministrations of the gospel, and other religious blessings.

CHAPLAINS.—See preceding page for list of missions and missionaries of this Society.

LOAN LIBRARIES.—On American vessels leaving the port of New York loan libraries are placed for the use of the officers and crews. Each library costs \$20 to the donor, contains 43 well selected books, and is returned and sent out again as long as it lasts. The donor of each library is informed when and where it goes, and the effort is made to secure for the donor a report of its usefulness. These libraries build up the mental, moral and religious life of seamen, and are often the means of their conversion. The whole number of new libraries sent out by the Society up to April 1, 1900, was 10,717. Calculating 12,672 reshipments, their 532,727 volumes have been accessible to 412,115 men. Sunday Schools and Church Societies (Y. P. S. C. E. &c) as well as individuals send these libraries to sea.

THE SAILORS' HOME, No. 190 Cherry Street, New York, is the property of this Society and is leased as a boarding house under careful restrictions. A missionary of the Society resides in the Home and in its comfortable chapel religious and temperance meetings are held every week. Shipwrecked and destitute seamen receive in it temporary aid.

A list of the Society's periodicals will be found on the second page of the cover of this Magazine.